

## BREMEN NETTED BY BRITISH AUG. 2, OFFICER DECLARES

Submarine Cargo Boat Bound  
Here Said to Have Been  
Caught off Dover.

### HER CREW PRISONERS.

British on Watch for Amerika,  
Similar Submarine, Said  
to Be on Way.

Information reached New York today that the German submarine cargo boat Bremen, which is reported from German sources as being due to arrive at New London, Conn., was captured by the British in the Straits of Dover on Aug. 2. From the same source came information that another submarine cargo boat, the Amerika, has left Germany bound for the United States, and the British Admiralty has sent a swarm of patrol boats to the north of Scotland and Ireland in an effort to apprehend her.

An officer of the British merchant marine who reached New York today on the White Star liner Baltic is authority for the statement that the Bremen is in British hands. He is on duty, under orders, and cannot be quoted, but his report is confirmed in a measure by Capt. Finch of the Baltic who admits that he heard the same news in Liverpool.

The British officer says that the Bremen, while submerged in a dangerous zone off Dover on Aug. 2, caught her propeller in a steel net which had been spread to trap submarines. The bow of the Bremen arose, according to the officer, and was sighted by a British patrol boat, which took off thirty-three of the Bremen's crew, who were on the deck. Two others of the crew had been killed in an attempt to release the propeller from the net.

The patrol boat, according to the British officer, took the thirty-three prisoners into Dover, but was unable to release the Bremen, which was left securely anchored to the net. The officer says he believes the submarine was released later and towed into a port on the south of England. This agrees with a report brought here last week by passengers of the Cunarder Albatross, who said that on August 4 they saw a British cruiser enter the harbor of Deal with a German submarine lashed to her side.

The British officer who brings the story of the capture of the Bremen says that the facts are known throughout the Admiralty, but have been kept secret because it was feared that the news might delay the departure of the Amerika, which the British are extremely anxious to capture. The Amerika, according to British advice, headed north after leaving the shelter of the fortifications of Heligoland and skirted the coasts of Denmark and Norway, following a plan to get into the Atlantic by passing to the northward of the Shetland Islands.

Nets have been stretched for miles in an effort to get the German submarines. The officer, when told of the safe arrival of the Deutschland in Bremen yesterday, said that the undersea boat must have been favored by heavy fogs in the North Sea, for the trip set to catch her was considered by the British Admiralty as almost impossible.

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World's  
Best"

## WILLEHAD IS SAFE AT HER NEW LONDON PIER; MET NO ENEMY

She Will Be Used to House the  
Crew of Subsea Liner Said  
to Be on Way.

### BIG PIER IS ALL READY.

Cargo of Nickel and Rubber  
Being Loaded at Baltimore  
to Be Shipped on Liner.

NEW LONDON, Conn., Aug. 25.—The German steamer Willehad, which was interned at Boston as the outbreak of the European war, and which sailed from Boston yesterday by way of Cape Cod Canal, arrived here this morning, having passed into Long Island sound shortly before 5 o'clock.

Heavy fog held up the steamer during the night but the weather clearing at daybreak the Willehad proceeded here and came directly for the harbor to the New State Pier.

The Willehad flew the German ensign as she came into the harbor.

The district around the pier was crowded with persons who expect that the arrival of the Bremen will follow shortly on the heels of the successful trip of the liner.

Coming through the Cape Cod Canal and thence out to the open sea, the liner traversed more than fifty miles of her journey through a zone in which she was subject to attack or capture, had enemy ships sighted her, she went out beyond the three-mile limit, but was not molested. No enemy ships were seen.

It is believed here the Willehad is to serve in the same capacity for the Bremen as the Neckar, interned at Baltimore, did for the Deutschland. The Bremen's cargo will probably be transferred to the Willehad, which will act as a "mother ship" for the submarine, housing her crew while they are in port, and also protecting the submersible from enemy eyes.

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## WOMAN PATIENT LEAPS INTO RIVER FROM BOAT

Fights Mate Who Rescues Her on  
Trip From Bellevue Hospital  
to Ward's Island.

Mrs. Molly Weinstein, twenty-seven years old, of No. 1268 Park Avenue, while being transferred to-day from the psychiatric ward of Bellevue Hospital to the Manhattan state hospital on Ward's Island, threw herself from the deck of the transfer steamer Wanderer into the East River as the vessel was leaving Twenty-sixth Street with a number of patients. Robert Bourne, mate of the Wanderer, who has rescued seven persons from drowning within a year, dived after the woman and rescued her after she had been swept under the pier.

Mrs. Weinstein struggled desperately with Bourne, but he held her after a long rope was thrown to him and he and the woman drawn aboard the steamer. Mrs. Weinstein was revived while the steamer continued on its way to Ward's Island. She was admitted to Bellevue Hospital on Aug. 21, suffering from mental strain.

## Mother Love to Cure Child Heart-Hunger Will Regenerate the Race in America And Cure a Growing National Defect



Genuine Maternal Care  
Too Often Sacrificed in  
These Days of Women  
Gone Mad With Public  
Spirit, and the Child  
Fails to Get the Intelligent Culture It Must  
Have to Make It an  
Asset to Good Citizenship  
and Society.

By Nikola Greeley-Smith.

To the Editor of The Evening World:

I think that many girls and boys could appreciate it if you would have an article about mother-love. Many mothers think they do all their duty if they clothe and feed their children. I think many girls and boys would rather be food-hungry than heart-hungry. I know I would. Such an article would awaken many mothers.

The pathos of this letter is apparent. Every word comes from a heart lonely as only a child's heart can be lonely, hungry for love as only children and women are. Every word is an indictment of a mother who has made the greatest of all failures since she has failed to love and be loved by her child.

Children need affection as plants need sunlight, the earth needs rain. They need and reward intelligent care as a rose garden needs and rewards it. Care means weeding the elimination of wild, worthless growths that draw moisture and nourishment from plants better worth cultivating.

Many more children are loved than are cared for properly and intelligently. This is particularly true of the United States, where our women seem to have gone mad with public spirit and let the hearts and minds of their own children grow rank with weeds while they distribute leaflets on child culture in the homes of other women.

Not long ago, while I was standing on a suburban railway station waiting for a train, a mother I knew raced toward me half a second ahead of the engine. Her hat was on crooked, her blond hair was flying, and, as she stepped aboard the train just in front of me she was still looking up her gown.

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## WOODS REPORTS RECKLESS AUTO DRIVING GROWS

Commissioner's New State-  
ment Gives Warning of  
Greater Street Perils.

### TOWN GETTING BETTER

Good Team Work of Police,  
Courts and Prosecutor Hav-  
ing Its Effect.

The report of the Commissioner of Police for 1915 was received from the printer to-day. Inasmuch as the annual report for 1916 will be due in a little more than four months the Commissioner has sought to bring the 1915 condition up to date by sending with it a table of comparisons of certain conditions in the first six months of 1915 and the same period in 1916.

The most significant of these comparisons is that dealing with street accidents. This shows that reckless automobile driving has not been lessened by police activity. The streets were more dangerous in the first six months of 1916 than in the first six months of 1915, although the total of accidents decreased. The decrease was in the figures dealing with street cars, horse drawn vehicles, motor cycles and bicycles.

In the first six months of 1916, 2,292 persons were struck by passenger automobiles on the streets of New York. In the corresponding period of 1915, 2,045 persons were run down by this class of vehicles. This is a 10 per cent. increase. Of the number struck in the 1915 period 80 died, while only 63 of those struck in the 1916 period succumbed. If there is any lesson to be learned from these figures it is that the automobiles are hitting pedestrians more frequently this year than last but are not hitting them so hard.

Motor trucks and delivery wagons ran down 681 persons in the streets during the first six months of 1916, against 545 in the corresponding period of 1915. This is a 25 per cent. increase. The number of persons killed increased in the comparison period from 49 to 62. This is illuminating evidence of the growing menace of motor trucks and delivery wagons, many of which are driven by careless boys or utterly irresponsible men.

As compared with the motor truck and delivery wagon, the trolley car is a decreasing menace. Only twenty-five persons were killed by trolley cars in the first six months of 1916, as compared with forty killed during the corresponding period of 1915. The total of trolley car accidents fell off, too, from 556 in the 1915 period to 501 in the first six months of 1916.

Going into comparisons relating to the criminal statistics, it appears that New York wasn't as wicked in the first six months of 1916 as in the first six months of 1915. Murders dropped from 115 to 94; arrests for felonies dropped from 12,350 to 10,214, and misdemeanors from 65,539 to 48,481. Juvenile delinquency cases decreased from 4,262 to 3,750. Reports of burglaries and other major forms of theft decreased from 11,931 to 9,575. There was a big jump in the number of summonses issued, the total increase being from 28,475 in the 1915 period to 38,727 in the 1916 period.

On the face of the returns, the tables issued by the Commissioner show a remarkable falling off in the number of arrests, as between the first six months of 1915 and the first six months of 1916. The net decrease shown is in round numbers 10,300. This is offset, however, by the increase in the number of summonses, and probably shows that arrest and station house arraignment have given away in 10 per cent. of the total of offenses committed to the simple process of serving a summons commanding the culprit or accused person to appear in a police court.

Commissioner Woods points out, as evidence of increased efficiency in the team work of the Police Department, the courts and the District Attorney that the percentage of convictions is steadily increasing. In 1912 this percentage was 71.52, in 1913, 73.57 and in 1915, 74.52. In the first six months of 1916 it was 81.55.

The Commissioner has appreciably reduced the liability of the Pension Fund by the process of putting elderly or partially disabled officers at light employment. There were, at the close of 1915, 4,304 persons on the Police Department pension roll, of whom 2,705 were retired policemen, 1,177 were policemen's widows and 122 were children and dependent parents. During 1915 55 policemen were retired for disability as against 305 as retired in 1914.

The 1915 report of Police Commissioner Woods is neatly printed on heavy paper and profusely illustrated. It was prepared by the Bureau of Printing of the Police Department and is a creditable job.

Four Teachers Hurt in a Triple Auto Smashup.  
SYRACUSE, N. Y., Aug. 25.—Miss Winifred Mallin and Miss Belle Booth, of Oak Park, Ill., teachers in Chicago, and Mrs. Nelson A. Abbott, of Chittenden, and Miss Nancy Grant, twice, Detroit, Mich., were injured here last night.

## WILLCOX CALLS PARTY CHIEFS FOR COUNCIL OF WAR

Republican Chairman Wants  
to Get the Tangles Out of  
Campaign Management.

### ADVERSE TIDE IS FELT.

Hitchcock and Perkins to Fig-  
ure Largely as Advisers in  
Pushing Work for Hughes.

Chairman Willcox, of the Republican National Committee, has called for next Wednesday in New York a meeting of the newly appointed Advisory Committee. It will be a council of war to pass upon two critical questions:

1—How to check the obdurate tide that Republican leaders admit is now running against them.

2—Reorganization of the campaign management which is badly tangled. Leading members of the special Campaign Committee will be in New York at the same time and a general consultation of political experts is counted on to help Chairman Willcox out of the troubles that surround him.

Frank H. Hitchcock is to be leading man in the advisory committee, with William L. Ward of Westchester County as his Old Guard associate. George W. Perkins, a member of the campaign committee, is to come back to town to join in the conference, with Raymond Robins of Chicago as his principal Progressive assistant. These four men are counted on to pump political oxygen into the campaign and to render "first aid" to the wobbling Republican machine.

Mr. Hitchcock was appointed a member of the Advisory Committee to give him an official status, but he will not be seen often around headquarters. No room will be assigned to him nor will his name appear on the door of any office.

In a private room of the Metropolitan Club, at Fifth Avenue and Sixtieth Street, Mr. Hitchcock has been working day and night over the campaign, after the fashion of generals in the European war, who sit in secluded quarters far back of the line and chart out every move along the fighting front.

There is urgent call for George W. Perkins, too, at national headquarters. The Republican-Progressive alliance is laboring under severe strain, and even Col. Roosevelt has been sending shivers down the spines of the managers by his lack of cordiality.

Mr. Perkins has been away on a long holiday, but is due back in the middle of next week. He is expected to take possession of the Bull Moose room at headquarters, where the Colonel's secretary, John McGrath, has been trying to hold down the titling lid and gear up the combination to smooth working order. Besides, Mr. Perkins is an adept at springing spectacular political stunts. He will be called upon to act not merely as a harmonizer, but as a strategist.

Col. Roosevelt's attitude toward the Republican campaign is not all that the managers expected from his impulsive and strenuous nature. The way he sticks to the front porch at Oyster Bay while trouble is thick at headquarters is not exactly encouraging. He is scheduled so far to make only two speeches—one in Maine next week and the second a month later in Michigan.

Chairman Willcox said the Colonel had consented to make a few more speeches, but not a large number. It is understood that T. R. has set the limit at five, and perhaps may not go that far.

New Consul General for Moscow.  
WASHINGTON, Aug. 25.—Maddin Summers of Nashville, Tenn., acting Chief of the Bureau of Latin-American Affairs in the State Department, has been selected to succeed General A. T. Moore, Russia, and will have charge of war prisoners' relief work.

English Officer Hurt on Broadway.  
William Hanna, sixty years old, a retired English armor officer, stopping at the Hotel Marlborough on a visit here, was struck by a New York Hospital motor ambulance at Thirty-fourth Street and Broadway shortly after 11 o'clock this morning. He suffered a severe laceration of the head and shock. He was taken to the hospital.

Carstairs Rye  
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If you are one of New York's  
summer stay-at-homes, remem-  
ber that you can get Carstairs  
Rye at nearly every leading  
hotel, club and cafe.

In protective bottle—  
"a good bottle to keep  
good whiskey good"

A Century Favorite

## SUBWAY WORKERS DEMAND MORE PAY AND 8-HOUR DAY

New Union Also Insists on  
Recognition in Message  
Sent to Shonts.

### ASK FOR CONFERENCE.

Employees Hope for Answer  
To-Night and Expect  
No Friction.

An eight-hour day, recognition of their organization and substantial increases in wages for the men employed in every department of the underground traction system are the chief demands which President Shonts of the Interborough Rapid Transit Company received from the recently organized workers in the subway today.

The demands, signed by Michael J. Herlihy, as President, and George Pollack, as Vice President of Local No. 724 of the Amalgamated Association of Street and Electric Railway Employees, were sent to the head of the Interborough system by special delivery letter.

The union leaders do not anticipate any friction as a result of the demands. They believe that the directors of the Interborough, many of whom are connected with the New York Railway Company in a like capacity, will follow the precedent established by the latter officials in the recent controversy with the employees of the surface lines and agree to confer with the men relative to the demands.

### CONFERENCE ASKED FOR.

In the last paragraph of the document sent to President Shonts the officials of the union suggest such a conference, pointing out that matters which cannot be adjusted in this way can be submitted to an arbitration board.

The demand for a shorter day provides that no employee shall be compelled to work more than eight hours in any ten.

The new scale of wages asked by the men follows: Motormen, \$3.75 for the first year, \$4.50 thereafter; conductors, \$3.90 first year, \$3.25 thereafter; switchmen, \$3.25 first year, \$3.50 thereafter; towermen, \$3.10 first year, \$3.25 thereafter; guards, \$3.50 first year, \$3.75 thereafter; porters' wages to be not less than \$2 a day at any time.

### HEDLEY TO CONSIDER DEMANDS FOR JOBS.

Meetings to ratify the demands will be held all night to-night at the Lyceum, Eighty-sixth Street and Third Avenue. A hundred men went out today on all the lines of the company distributing circulars to the employees asking them to attend the meeting. They claim 60 per cent. of the subway operating force has already joined the union.

General Organizer William B. Fitzgerald and a committee of the New York Railway employees will meet General Manager Frank Hedley of the Interborough this afternoon to resume the discussion of wages and hours. Mr. Hedley has promised to make known his decision on the demand of the union that twenty-five men discharged after the recent strike shall be reinstated. The union officials believe he will also indicate in a general way the attitude of the company toward the new demands made on behalf of the subway workers.

English Officer Hurt on Broadway.  
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